

New ConTex 2026 Container Ship Time Charter Assessment Index

New ConTex 2026		1536	
28.05.26	6 mos	12 mos	24 mos
1100 TEU*	\$17.702	\$16.694	
1800 TEU	\$34.200	\$31.500	
2500 TEU*		\$34.247	\$27.423
2700 TEU		\$36.043	\$28.910
3500 TEU		\$42.762	\$35.842
4250 TEU		\$54.151	\$42.515
5700 TEU		\$62.241	\$49.011
6500 TEU		\$68.644	\$55.275

*GEARED

Legend		
↑	up	+ 2% or more
↔	steady up	from +1% to +1,9%
→	steady	+/- 1%
↔	steady down	from -1% to -1,9%
↓	down	- 2% or less

New ConTex-Commentary - issued: 29.05.26

The charter market continues to show remarkable consistency from week to week. Despite ongoing tensions in the Middle East, demand for tonnage remains strong across all sizes. The decline we see in today's New ConTex is marginal only -0.1 pct and it remains higher than last month and 3 pct higher compared to last year.

Most of the fixtures activity has naturally been concentrated in the smaller vessel segment below 2,000 TEU, where tonnage availability is somewhat greater than in the larger sizes, where transactions remain limited. Charterers are still strongly focused on securing fuel-efficient vessels, a trend supported by current oil price level helping the rates to remain healthy for eco feeders.

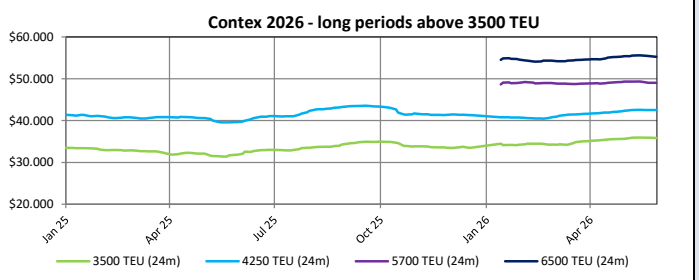
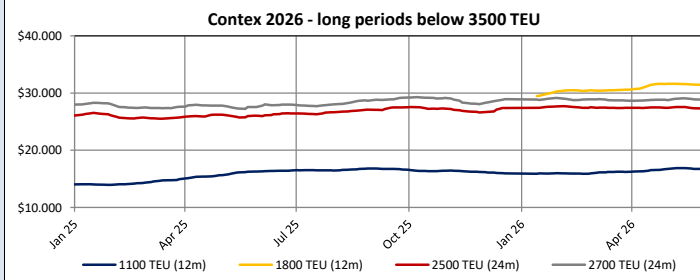
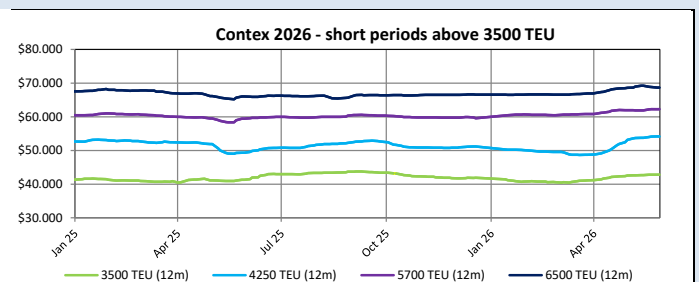
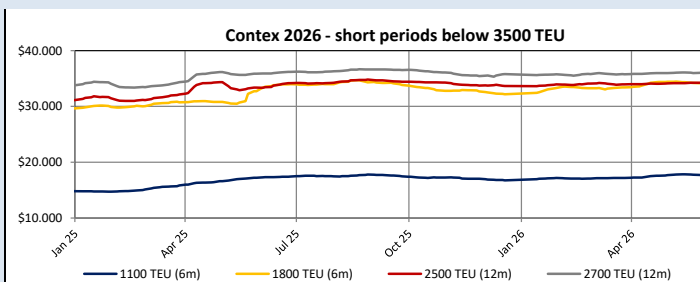
Forward fixing activity for smaller vessels, especially the newest units, is also gaining pace.

On the cargo side, freight rates are continuing to improve across most trade lanes, with the SCFI recording gains again last Friday for the fourth consecutive week. Cargo demand remains robust on many routes, particularly on North-South trades, while capacity management appears to be improving in efficiency. Meanwhile, oil prices seem to have stabilized, fluctuating slightly in response to daily developments in the Middle East.

On a less positive note, the situation around the Strait of Hormuz remains deadlocked, with no clear agreement yet reached between the US and Iran. While some vessels continue to transit the area, the majority are still avoiding it. Should this situation persist, it could become an increasing concern for the shipping industry. At the same time, the financial performance of container shipping lines has deteriorated during the first quarter. This is generally not a positive signal for the charter market and could eventually weigh on tonnage demand if carriers are unable to restore profitability.

New ConTex 2026 Development

Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month		Year-on-Year				
		28.05.26	21.05.26	Change	Change	28.04.26	Change	29.05.25	Change	Change	
New ConTex 2026		1536	1537	-1	⇒ -0,1%	1528	8	⇒ 0,5%	1487	49	↑ 3,3%
1100 TEU	6 mos	\$17.702	\$17.766	-\$64	⇒ -0,4%	\$17.605	\$97	⇒ 0,6%	\$17.209	\$493	↑ 2,9%
	12 mos	\$16.694	\$16.741	-\$47	⇒ -0,3%	\$16.702	-\$8	⇒ 0,0%	\$16.286	\$408	↑ 2,5%
1800 TEU	6 mos	\$34.200	\$34.195	\$5	⇒ 0,0%	\$34.398	-\$198	⇒ -0,6%	\$32.730	\$1.470	↑ 4,5%
	12 mos	\$31.500	\$31.473	\$27	⇒ 0,1%	\$31.577	-\$77	⇒ -0,2%	-	-	-
2500 TEU	12 mos	\$34.247	\$34.245	\$2	⇒ 0,0%	\$34.098	\$149	⇒ 0,4%	\$33.370	\$877	↑ 2,6%
	24 mos	\$27.423	\$27.336	\$87	⇒ 0,3%	\$27.423	\$0	⇒ 0,0%	\$26.032	\$1.391	↑ 5,3%
2700 TEU	12 mos	\$36.043	\$35.968	\$75	⇒ 0,2%	\$35.991	\$52	⇒ 0,1%	\$35.859	\$184	⇒ 0,5%
	24 mos	\$28.910	\$28.895	\$15	⇒ 0,1%	\$28.814	\$96	⇒ 0,3%	\$27.566	\$1.344	↑ 4,9%
3500 TEU	12 mos	\$42.762	\$42.810	-\$48	⇒ -0,1%	\$42.393	\$369	⇒ 0,9%	\$41.295	\$1.467	↑ 3,6%
	24 mos	\$35.842	\$35.905	-\$63	⇒ -0,2%	\$35.603	\$239	⇒ 0,7%	\$31.815	\$4.027	↑ 12,7%
4250 TEU	12 mos	\$54.151	\$54.100	\$51	⇒ 0,1%	\$52.415	\$1.736	↑ 3,3%	\$49.298	\$4.853	↑ 9,8%
	24 mos	\$42.515	\$42.525	-\$10	⇒ 0,0%	\$42.255	\$260	⇒ 0,6%	\$39.645	\$2.870	↑ 7,2%
5700 TEU	12 mos	\$62.241	\$62.233	\$8	⇒ 0,0%	\$61.983	\$258	⇒ 0,4%	\$59.417	\$2.824	↑ 4,8%
	24 mos	\$49.011	\$49.056	-\$45	⇒ -0,1%	\$49.242	-\$231	⇒ -0,5%	-	-	-
6500 TEU	12 mos	\$68.644	\$68.819	-\$175	⇒ -0,3%	\$68.500	\$144	⇒ 0,2%	\$66.019	\$2.625	↑ 4,0%
	24 mos	\$55.275	\$55.439	-\$164	⇒ -0,3%	\$55.300	-\$25	⇒ 0,0%	-	-	-



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